William Brothers & Co. Civil Engineers and Architects, Mo:435 Chestrut St. Philadelphia, Pa! apric 22 1889. JOHN A. WILSON, Civil Engineer.

JOS. M. WILSON, Civil Engineer & Archt FRED. G. THORN, Architect.

HENRY W. WILSON, Civil Engineer. CHARLES G. DARRACH, Civil & Hydraulic Engineer. HENRY A. MACOMB, Architect.

How, Daul, M. Fox.

Super U.S. mint. Phila -

for Shaffing - upon which the contract with them is based name. certain fries for bells as Follows.

Belt II. our 12" double leather belt 65 ft Long for trans

milling power to line under coining room.

Belt B our 20" double leather beet for housmitting fown from

enfare no 2.

Belt 6. One 20" beet 41 fat long with out las for transmitting power from east section of man fack shaft to chafter north bassage north passage -

Belt. D. ow 18" belt, 38 feet long for transmissing fower from west section of main fack shaft to shaft in north spassage -

Bell B is provided for in the exection of enfine no Z and therefore needs no further consideration.

The specifications for shafting re issued to bridden Contemplated the use of either betts in strek for repairste at the mint on the use of old belt now in use.

Wilgan Brothers & Co. JOS.M.WILSON, Civil Engineer.
Charles G. Darrach,
Civil & Hydraulic Engineer.
HENRY A. MACOMB,
Architect.

Civil Engineer.

Civil Engineer. No.435 Chestnut St. Thiladelphia, Pa! apric 22 1889. In their proposal the Corllean Sellers les. Inc. decline to use the old best for main hannession of fower. Whit at Beet. A. C & D. and propose to fumes men frish quality leather belts at the following prices. Belt. X. 111.00. Beet. C. 128.69.
Beet. D. 104.56 new two understand that you have sufficient 12" double belting in stone to funish Belt I. Ew wish to be instructed how Betts C+ Daw to be funished - Low ways present themselves . First to order them from William Sellers + Co. as for page 6 of specifi Catrons. and lecond as follows. En understand that you have in store a duplicate rubber bult foft-long by 24 in wide to replace the belt on old after the new engines are in aproxim and Engine 201 is removed this 24" subby best will be of no value to you it has therefor accumed to us that, if possible under The law, you could exchange it for beets of suitable Size for the new conditions it would be advisable Acting on this thought we have obtained from the party who furnished the 24 outlan bet the Stehnich

JOHNA WILSON.
Civil Engineer

JOS. M. WILSON.
Gril Engineer & Arch
FFED. G. THORN
Architect
HENRY M. WILSON.
Gril Engineer

CHARLES G. DARRACH.
Gril Engineer

CHARLES G. DARRACH

G. CARLES

CHARLES G. DARRACH

CHARLES G.

"M' Siehich wie furnish Belt Bo D. double learther.

for. 183.88 and the Soft x 24" Subor helt in stree.

or he wise furnish Belt 6. + D. The helt to the "5 ply Public"

belting for the Soft x 24" mober belt in stree is an even

exchange - or he wire furnish Belt 6 + D. "Dix ply mobin"

for. \$21.59 and the Soft x 24" mober belt in other.

Please advise us at your earliest convenience

how we shall proceed. The order should be given as

soon as possible so that we may for the helt in the

Respy. Willer Brother

John A. Wilson, Civil Engineer.
Jos. M. Wilson, Civil Engineer & Archered. G. Thorn, Architect.
Henry W. Wilson, Civil Engineer.
Charles G. Darrach, Civil & Hydraulic Engineer.
Henry A. Macomb, Architect.

Wilson Brothers & Co. Civil Engineers and Architects, No. 435 Chestnut St. Philadelphia, Pa. April 22, 1887

Hon. Danl. M. Fox Supt. U. S. Mint. Philad—

Dear Sir.

The proposal of William Sellers & Co. Inc. for shafting— upon which the contract with them is based names certain prices for belts as follows.

Belt A. one 12" double leather belt 65ft Long for transmitting power to line under coining room.

<u>Belt B</u> one 20" double leather belt for transmitting power from engine No 2.

<u>Belt C.</u> One 20" belt 41 feet long without lap for transmitting power from east section of Main pack shaft to shaft in north passage—

<u>Belt. D.</u> one 18" belt, 38 feet long for transmitting power from west section of main pack shaft to shaft in north passage—

<u>Belt B</u> is provided for in the erection of engine No 2 and therefore needs no further consideration.

The specifications for shafting &c issued to bidders contemplated the use of either belts in stock for repairs &c at the Mint on the use of old belts now in use.

In their proposal the William Sellers Co. Inc. decline to use the old belts for main transmission of power to wit at Belt. A. C & D. and propose to furnish new first quality leather belts at the following prices.

Belt. A.	\$111.00.
Belt. C.	128.67.
Belt. D.	104.56

We understand that you have sufficient new 12" double belting in store to furnish Belt A.

We wish to be instructed how Belts C & D are to be furnished— Two ways present themselves. First to order them from William Sellers & Co. as per page 6 of specifications. and <u>second</u> as follows.

We understand that you have in store a duplicate rubber belt 80ft long by 24 ins wide. to replace the belt on old engine No 1.

After the new engines are in operation and Engine No 1 is removed the 24" rubber belt will be of no value to you it has therefor occurred to us that, if possible under the law, you could exchange it for belts of suitable size for the new conditions it would be advisable. Acting on this thought we have obtained from the party who furnished the 24" subpar belt "Thos. Dietrich" a proposition substantially as follows.

Mr. Dietrich will furnish Belts C & D. double leather for \$183.88 and the 80ft x 24" rubber belt in store. or he will furnish Belts C & D. the belts to be "5 ply Rubber" belting for the 80ft x 24" rubber belt in store is an even exchange— or he will furnish Belts C & D. "six ply rubber" for. \$21.59 and the 80ft x 24" rubber belt in store.

Please advise us at your earlier convenience how we shall proceed, the order should he given as soon as possible so that we may get the belts in the proper time

Respy. Wilson Bros. & Co D.